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of those two great distinguished Artists, Miss ANNE MONTAGUE and Miss ANNE MONTAGUE.
 Miss ANNE MONTAGUE, as MARITANA.
 Miss ANNE MONTAGUE, as MARITANA.

THIS (MONDAY) EVENING, AUGUST 8, 1881.
 Wallace's Romantic Opera, MARITANA.

MISS ANNE MONTAGUE as MARITANA.
 MISS ANNE MONTAGUE as MARITANA.
 "The Hymn in the Air."

Mr. CHARLES TURNER as DON CARLOS.
 Mr. CHARLES TURNER as DON CARLOS.
 "Let me be a soldier fall."

TUESDAY, WEDNESDAY, and THURSDAY.
 "The Hymn in the Air."
 "The Hymn in the Air."

FRIDAY and SATURDAY, August 12 and 13, 1881.
 "The Hymn in the Air."
 "The Hymn in the Air."

MONDAY, August 14, 1881.
 "The Hymn in the Air."
 "The Hymn in the Air."

CONDUCTOR, Mr. L. M. LEON CARON.
 Reserved seats at Nicholson and Co., 228, George-street, 5s. 6d., 4s. 6d., 3s. 6d., 2s. 6d., 1s. 6d., 1s. 3d., 1s. 1d., 6d., 3d., 2d., 1d., 1/2d., 1/4d., 1/8d., 1/16d., 1/32d., 1/64d., 1/128d., 1/256d., 1/512d., 1/1024d., 1/2048d., 1/4096d., 1/8192d., 1/16384d., 1/32768d., 1/65536d., 1/131072d., 1/262144d., 1/524288d., 1/1048576d., 1/2097152d., 1/4194304d., 1/8388608d., 1/16777216d., 1/33554432d., 1/67108864d., 1/134217728d., 1/268435456d., 1/536870912d., 1/1073741824d., 1/2147483648d., 1/4294967296d., 1/8589934592d., 1/17179869184d., 1/34359738368d., 1/68719476736d., 1/137438953472d., 1/274877906944d., 1/549755813888d., 1/1099511627776d., 1/2199023255552d., 1/4398046511104d., 1/8796093022208d., 1/17592186044416d., 1/35184372088832d., 1/70368744177664d., 1/140737488355328d., 1/281474976710656d., 1/562949953421312d., 1/1125899906842624d., 1/2251799813685248d., 1/4503599627370496d., 1/9007199254740992d., 1/18014398509481984d., 1/36028797018963968d., 1/72057594037927936d., 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stand to the first degree in arms. It was resolved that women should be admitted.

NOWRA AND ITS BRIDGE.
(BY OUR OWN REPORTER.)

(BY OUR OWN REPORTER.)

The Shoalhaven district is one of the most prosperous and picturesque in the colony. The population is principally engaged in agriculture, and the pastures being eminently suitable for the production of butter and cheese, dairy farming is carried on extensively. But that which the recent ceremony of opening the bridge at Nowra suggests as of the greatest interest to Sydney people, is the attractiveness of the mountains and coast scenery. The hills and the beaches may be enjoyed by anyone wishing to spend an agreeable holiday. From Moss Vale, on the Southern Railway, to Nowra the traveller moves with views of mountains and valley, hill and meadow, precipice and waterfall, scarcely to be surpassed by anything of the kind in any part of the colony. The scenery is of a different type to the warm country is entered there is all the luxuriant vegetation which is to be met with down the Illi Plains, in the north and south coast country. The hills and the mountains range which is crossed before descending to the flat coast land there is a wonderful expanse of sea coast and islands, and the view of the mountains and hills is seen in tiny collections of houses, which present to the eye a bird's eye view of some of the towns of the south coast. The view of the coast and the hills is a few hours from the time of leaving Sydney by train the visitor on alighting at Moss Vale will find himself in the heart of the district.

with a thin sheet of ice, the ground white with frost, and the air delightfully cold, crisp, and sweet. Hawthorne and I were alone in the forest, and for some unpleasurable Australian features in the landscape, one might easily imagine oneself in England again. Nine miles from Moss Vale, and the stream is still in the same bed, but the water is now tumbling over a precipice said to be 2000 feet in depth, and certainly several hundred. The stream which falls over this dizzy height is formed by the drainage of the high hills on either side, and is a fine, clear, sparkling water, in boilers, and then into a clear pond or miniature lake, which is spanned by a well constructed wooden bridge. Thence the water flows over the cliffs of the gorge below in a wide, white, foaming cataract, and the spray rises high into the air, and changes into vapour as it strikes the rocks at the bottom, and only makes its progress manifest again in the glimpses of the forest beyond. The water is very cold, and the spray is not only very cold, but between the trees, it has the effect of a shower-bath, and is very refreshing.

either hand, and the ravine dividing those rocky mountain heights loses itself in a wild prospect of distant mountains. The view is indeed a most beautiful one, and sometimes lashed in a beautiful purple atmosphere. The view is almost incomprehensibly beautiful: and the Roads Department, recognizing the value of the waterfall to the public, have ordered that the road be kept open, and the steep precipices, that everything may be seen with ease and safety.

Further on, and at the road, which is a very good one for horses or vehicles, passes through or over the mountains the vegetation becomes quite fairy-like, and some of the plants are of a most beautiful blue color, and are never seen. The tree ferns and the creeping plants which are so characteristic of Ilawarra are in great profusion, and rivers and creeks—the latter are frequently bordered by a dense growth of ferns, and by no means small. The mountain roads are of the rugged description, very well made, and bringing new pictures before the eye at every turn; and altogether the journey from Moss Vale is in the most beautiful and interesting manner, and can be made without discomfort.

News is only a small foreboding, but the house and the population are increasing in number, and the bridge is being built. The river, which has been constructed is a very wide stream, and of a fair depth, and in some parts it is very deep. The river is a very important communication between the farmers of the district and Svelby, for steamers pass up and down the stream, gathering the produce of the district, and the business done is said to be very considerable.

With regard to the Norns Bridge, the progress of work in the opening the road from Munka, via Kankano to Svelby, is very rapid. The Government has granted for 1875 a sum of £12,000 for constructing a bridge over the Shishlun River, in order that the communication between the district and Svelby may be more direct, and the line here important as affording the most easterly access to the coast. A timber bridge was at first contemplated, but the construction of a stone bridge is now being carried out.

Jervis Bay, it was determined to build the bridge of iron, and accordingly in 1878 a further sum of £100,000 was voted by Parliament for its construction. The Government decided, as an experiment, on the representation of gentlemen who had recently been elected members of the House of Commons, to select after an American design supplied by one of the leading bridge-building firms in that country; and accordingly, after the usual routine, the tender of the Edgemoor Iron Bridge Co., Ltd., was accepted at the price of £96,000, which was paid for the sum of £20,750. In the meanwhile the pier cylinders were being out in this colony, and about July, 1879, they were put in place, and the work proceeded and was not put in its place till November. During the Exhibition of 1879, one of the spans which had arrived in the colony was shown temporarily at the north end of the main span, the other just before the opening of the Cove Bridge. This span, after removal was the first erected in the present site, and is the southern

bridge. In June, 1880, a convenient way was made to erect the superstructure, the pier having been put in place in the shore. The first cylinder was lowered into the first cylinder. On the completion of swinging down the eighth span from its staging in November, 1880, it was discovered that there was a subsidence of several inches in the pier, and that the cylinder was not in the proper diameter in the bridge. Three cylinders, in common with all the others, had been forced down to their depth by the weight of the spans, and the pier had subsided under the load. At first it was thought that the subsidence was almost impossible, and that the discrepancy was an error in the construction of the pier. It was, however, of this kind, on the supposition that it was only a fault in the pier, and the pier was loaded in addition to spans with a test load of about 50 tons, under which it commenced to descend so rapidly that it was necessary to stop the descent, and then constructed to take the weight of spans where necessary, and the pier was sunk to a further depth of 12 feet.

tion to the full weight of the superimposed snow. This being an excessive test for the heaviest railway load, and reduced to a more realistic test for two days, the pier is now considered perfectly safe. The pier is now being brought on to the motion for several days prior to becoming stationary only averaged 1.16 inch per diem. The deck of the other spans was being carried on, and the piers were at times immediately loaded. Every cylinder is being tested to its full capacity. A very small amount of ice was kept, whenever the weather was favourable, from November, 1880, to present date, the decking being continued to that over four spans, and the others loaded to the full weight of the snow. The pier was tested in January last, although in May last a test load beyond the weight of complete spans—30 tons on 11 feet when bases were not in place—was applied. The pier was tested on the centre of the spans and over the piers. The result was no failure in the pier, and only a small amount of settlement in the bases.

[illegible]

to 10-foot roadway, and was erected at a cost of \$12,322. The bridge is 100 feet long, and is supported by three spans, each being 33 feet long, and is to be found at Muswellbrook. At Hay there is an iron swing-bridge of 4 spans, each being 33 feet long, and is well known for its beauty, cost being \$22,581. Gundagai has an iron bridge of 3 spans, each being 33 feet long, and is a roadway 21-wide. The cost was \$7,371. At Yass there is a small iron girder bridge of 3 spans, each being 33 feet long, and is costing \$14,247. A still smaller structure, as the town bridge, is at Yass, and has a deck of iron and tar concrete, and is supported by three spans, each being 33 feet long, and its cost was \$10,226. An iron truss bridge of 3 spans, and 210 feet long, with a roadway of 21 feet, is being constructed at Picton. \$7108 has been expended up to date, and the bridge is to be completed in 1890. At Yass, with two swing spans, the total number of spans being seven, and the length 900 feet. This bridge comes next in cost, and is to be found at Yass. It is to be found in the colony; but when the bridge is complete, it will be the longest in the colony.

tion over Iron Cores is completed, we shall have a truss of iron plates, 112 feet long. Generally speaking, the iron surfaces are of Warrick, Lister & Son's, and the rivets are of the same quality. The trusses and plate girders, chiefly on cylinders—two being swing bridges and two lifting bridges, of steel, now in preparation, are of the same quality. The girders, plates and planks, the more recent being of buckled plates, are of the same quality.

The timber bridges vary in design, and include McCallum's, truss, laminated and ribbed arches. Queen truss, radiated and under truss, and simple beam.

Miscellaneous.

HORDEMAN'S GREAT IMPROVEMENTS.—Come and see the new and improved **FITZPATRICK'S TURNING** in all its branches. **H. MILBROVE and SON**, steam Turning Works, opposite West Hall.

SCUTTLEBUSH, English wood, just received, fine condition.

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WANTED a good Sleep RUN; anywhere between
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